ATTACHMENT C

Minnesota Forestry Association

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Stanley Erickson

MINNESOTA FORESTRY ASSOCIATION

- Including specific conditions in individual easement agreements with landowners along the route (e.g., requiring new plantings or landscaping).
- Using the protections of Minnesota Statute 216E.12, subdivision 4 (commonly known as the "Buy the Farm" statute), where available, to move residents away from potential aesthetic impacts.

5.3.2 Property Values

Property values have the potential to be affected by the placement of nearby transmission lines. Prior research has found that potential impacts to property values due to transmission lines are generally connected to three main factors. First, how the transmission line affects the viewshed and aesthetics of a property. Second, the real or perceived risks that buyers have of EMF. Third, the effects to agricultural production on properties that are used for farming operations.

The aforementioned factors play one role in the many interconnecting factors that affect property values. Because of this, it is difficult to measure how much and all the different ways that transmission lines and property values are correlated. A variety of methodologies have been used to research the relationship between transmission lines and property values. Some general conclusions can be drawn from this body of literature. This chapter highlights relevant outcomes of property value research with additional detail provided in Appendix G.

Research does not support a clear cause-and-effect relationship between property values and proximity to transmission lines, but has revealed trends that are generally applicable to properties near transmission lines:

- When negative impacts on property values occur, the potential reduction in value can range between 1 and 30 percent, and varies based on factors such as land use, location of the power line, and the size of the power line~~is in the range of 1 to 10 percent~~.
- Property value impacts decrease with distance from the line; thus, impacts are usually greater on smaller properties than on larger ones.
- Negative impacts diminish over time.
- Other amenities, such as proximity to schools or jobs, lot size, square footage of the home, and neighborhood characteristics, tend to have a greater effect on sale price than the presence of a transmission line.
- The value of agricultural property decreases when transmission line structures interfere with farming operations.
- The value of woodland property may decrease when transmission line structures interfere with forestry operations.

5.3.2.1 Potential Impacts and Mitigation Measures

Property value impacts could be mitigated by minimizing aesthetic impacts, perceived EMF health risks, and agricultural impacts. This can be achieved by selecting alignments that maximize the use of existing ROW and that place the transmission line away from residences and out of agricultural fields. There is potential for impacts to be mitigated by including specific conditions in individual landowner easement

agreements along the transmission line. Impacts could also be mitigated by using the protections offered through Minnesota Statute 216E.12 (commonly known as the “Buy the Farm” statute), where available, to move away from potential property value impacts.

The Environmental Protection Agency (EPA) Environmental Justice Screening Tool (reference (37) was also used to evaluate a 0.25-mile buffer of the project routes to consider the composition of the affected area to determine whether low-income, minority or tribal populations are present and whether there may be disproportionately high and adverse human health or environmental effects on these populations. This tool suggests that the project population's exposure to environmental hazards is similar to, or less than, the state and national average exposure values across a range of variables.

5.3.9.1 Potential Impacts and Mitigation Measures

There are eight townships that meet the definition of communities with EJCs located within or adjacent to the project. No adverse or permanent impacts to the identified EJCs are anticipated, particularly because the routing alternatives proposed in/adjacent to these communities are areas where the project would parallel existing transmission line ROW. There are no known minority populations or low-income populations that would be adversely affected by the project. Thus, environmental justice impacts are not anticipated.

5.4 Transportation and Public Services

Transmission line projects have the potential to negatively impact public services (e.g., roads, utilities, and emergency services). These impacts are typically temporary in nature (e.g., the inability to fully use a road or utility while construction is in process). However, impacts could be more long term if they change the area in such a way that public service options are foreclosed or limited.

Chapters 5.4.1 through 5.4.4 summarize the project's potential impacts on local roadways, utilities, emergency services, and airports. Methods for mitigating these impacts are also summarized. Temporary impacts to public services resulting from the project are anticipated to be minimal. Long-term impacts to public services are also anticipated to be minimal, but impacts would depend on the route selected for the project. Transportation impacts for specific route alternatives are discussed further in Chapter 6.

5.4.1 Roadways/Railways

The project is located primarily in rural areas. St. Cloud is the largest city near the project and a roadway hub. Major roadways located along the project include U.S. Highways 10 and 2; Minnesota Highways 6, 18, 23, 25, 27, 95, 169, 200, and 210; as well as numerous other county, city, and township roads (Map 5-3). The population density near St. Cloud is considerably higher than most areas along the project; therefore, roadways in this area tend to have higher traffic volumes than roadways near the remainder of the project.

~~There is no passenger rail service near the project; however, s~~Several freight lines are present near the project (Map 5-3). The Burlington Northern Santa Fe (BNSF) rail line intersects the project in three separate locations, once at the northern end near Grand Rapids, once in a central portion near Brainerd, and once at the southern end of the project near St. Cloud. The BNSF rail line at the southern end of the project near St. Cloud is also used for passenger rail service as part of Amtrak's Empire Builder route.

5.4.1.1 Potential Impacts and Mitigation Measures

Construction could occasionally cause lanes or roadways to be closed, although these closures would only last for the duration of the construction activity in a given area. Construction equipment and delivery vehicles would increase traffic along roadways throughout project construction, with effects lasting from a few minutes to a few hours, depending upon the complexity and duration of the construction activities.

MARLA BRITTON AND DEB WOITALLA

Table Error! No text of specified style in document.-~~147~~ **Cole Lake-Riverton Region ROW Sharing and Paralleling of Applicants' Route**

Infrastructure	Applicants' Proposed Route miles (percent)
Follows Existing Railroad	0 (0)
Follows Existing Roads	0 (0)
Follows Existing Transmission Line	8.8 (50)
Total – Follows Transmission Line, Road, or Railroad	8.8 (50)
Follows Field, Parcel, or Section Lines	8.5 (48)
Total – ROW Paralleling and Sharing	15.4 (87)
Total Length of Route Alternative	17.7

Portions may share or parallel more than one type of infrastructure ROW or division/boundary line, and therefore, the sum may be greater than 100 percent.

6.3.1.1.2 Displacement

Residences or other buildings are typically not allowed within the ROW of a transmission line for electrical safety code and maintenance reasons. Any residences or other buildings located within a proposed ROW are generally removed or displaced.

There are no churches, childcare centers, or schools located within the 150-foot ROW for the applicants' proposed route alternative. However, there is one permanent residence and one non-residential building (storage shed, agricultural outbuildings, etc.) located within the 150-foot ROW of the applicants' proposed alternative. Although outside of the ROI, following receipt of public comments, one childcare center was identified adjacent to the route width of the applicants' proposed route alternative.

The one residential building located within the 150-foot ROW of the applicants' proposed route could be displaced because of the project; similarly, the non-residential building may or may not be displaced. Though buildings are generally not allowed with the transmission line ROW, there are instances where the activities taking place in these buildings are compatible with the safe operation of the line (e.g., animal production). For each of the buildings noted here, the applicants would need to conduct a site-specific analysis to determine if the building would require displacement.

There are no churches, childcare centers, or schools located in the siting are for the applicants' proposed Cuyuna Series Compensation Station. There is one permanent residence and one non-residential building (storage shed, agricultural outbuildings, etc.) located within the siting area that could be displaced because of the project. They are in the southwestern corner of the siting area. The applicants would need to conduct a site-specific analysis, as these buildings may not need to be displaced because of the project.

6.3.1.1.3 Socioeconomics and Environmental Justice

Socioeconomic factors provide an indication of how economic activity affects and is shaped by social processes. Socioeconomic measures indicate how societies progress, stagnate, or regress because of the actions and interactions at the local, regional, or global economic scale. Transmission line projects

Veith, Michael J & Andrea M (1/2 Int) &
Veith, Michael J & Andrea M (1/2 Int) &
T45N, R30W S24
Smude, Lavonne
T45N, R29W S19
Smude, Lavonne
Olsen, Brett A & Naomi
F
Smude, Lavonne
Veith, Michael J & Andrea M
CR 159
Thomas, Calvin & Sharon
Veith, Michael J & Andrea M
Gangestad, Adam D & Ashley S
Nokay Lake Township
Oak Lawn Township
Veith, Michael J & Andrea M
Veith, Michael J & Andrea M
T45N, R30W S25
Britton, Marla E
Britton, Marla E
Bock, Gary L Trust
Crow Wing County
Veith, Michael J & Andrea M
T45N, R29W S30
Hanson, Lonalinda
18
Crow Wing Coop Power & Light
Mckay, Dillon J
K
G
Malloy, Tyler W
Mckay, Robert P & Carol J
Segler Family Joint Rev Trust
Sloth Jamie M
23
Yaunick, James R & Lana M
Mckay, Robert P & Carol J
CSAH 23
Johnson, Marvin W
Larson, Larry L & Dorothy
Larson, Nicholas H & Tisha
Larson, Larry L & Dorothy J(1/2int)
Segler Family Joint Rev Trust

Imagery Source: USDA-FSA-APFO NAIP, 2023

- Applicants' Proposed Route
- Route Width
- Route Alternative
- Alignment Alternative
- Route Alternative Width
- Existing Transmission Line
- Residence
- Not a residence
- Family Child Care

Map X

POTENTIAL ADDITIONAL DAYCARE MAP

Long Lake Area (LLA)

Northland Reliability Project

Feet

0 400 800

Veith, Michael J & Andrea M (1/2 Int) &

Veith, Michael J & Andrea M (1/2 Int) &

T45N, R30W S24

Smude, Lavonne

T45N, R29W S19

Smude, Lavonne

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T45N, R30W S25

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CSAH 23

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Larson, Larry L & Dorothy

Larson, Nicholas H & Tisha

Larson, Larry L & Dorothy J(1/2int)

Segler Family Joint Rev Trust

Imagery Source: USDA-FSA-APFO NAIP, 2023

Applicants' Proposed Route

Impact Analysis Route Width

Route Alternative

Alignment Alternative

Route Alternative Width

Existing Transmission Line

Residence

Not a residence

Family Child Care

N

Feet

0 400 800

Map X

POTENTIAL ADDITIONAL DAYCARE MAP

Long Lake Area (LLA)

Northland Reliability Project